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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY Poland

REPORT

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SUBJECT Soviet Train Traffic Through Poland

DATE DISTR.

21 July 1954

NO. OF PAGES

2

25X1 DATE OF INFO.

REQUIREMENT

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PLACE ACQUIRED

REFERENCES

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1. About 60 freight trains, each with a load of approximately 1,800 tons, proceed through Warsaw to the USSR every 24 hours. The loads consist chiefly of the following:
 - a. Coal.
 - b. Cement.
 - c. Bacon.
 - d. Livestock (calves, cows and sheep).
 - e. Goods imported into Poland from abroad or in transit from Eastern Germany, especially non-ferrous metals, aluminum and rubber.
 - f. Machinery produced in Poland or in transit from Eastern Germany.

The trains proceed from Warsaw via Przemysl, Braniewo, or Malaszewice.

2. The train guards are German and the military escorts are composed of Soviet troops. The escort occupies three freight cars or passenger coaches which are distributed along the train. Because they use passenger coaches for the escort, the impression is sometimes gained that a freight train is a mixed train carrying an army unit with its equipment.
3. When proceeding from Germany to the USSR the trains use the following route: Frankfurt/Oder, Rzepin, Poznan, Kutno, Warszawa/Zachodnia, Malaszewicze and Brest Litovsk.
4. When proceeding from the USSR to Germany the following route is used: Brest Litovsk, Warszawa/Wschodnia, Poznan, Frankfurt/Oder; or when coming from former East Prussia, Olsztyn, Warszawa/Wschodnia, Poznan and Frankfurt/Oder.
5. These trains during their journey across Poland are controlled by a Soviet Major Vladimir Simonov who has an office in the Ministry of Communications.¹ Major Simonov is assisted by six Soviet officials who frequently accompany the trains.

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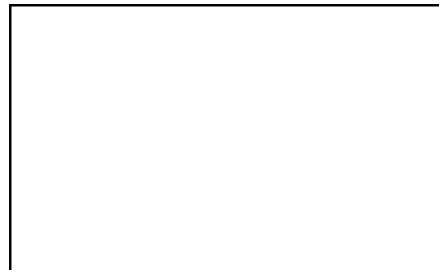
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6. A reserve of coal sufficient for three months is always maintained for these trains at the following stations: ~~Warsaw~~/Zachodnia, ~~Warsaw~~/Wschodnia, Poznan, Konin and Malaszewicze. A coal reserve for Polish trains never exceeds the amount required for three days.

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1. Comment:
probably the Ministry of Railways as the former Ministry has been abolished and all matters concerning rail transport have been taken over by the newly formed Ministry of Railways.

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